

# How the World Shall Kill Its Prussian Cobra

An Interview with the Dynamic English Publicist, Lord Northcliffe, Owner of "The London Times"—The Struggle, He Thinks, Will Continue Longer than Is Now Anticipated

LONDON, May 26.—There is no Briton who is a closer student or a fairer critic of America than Lord Northcliffe. His intimate knowledge of the American people and their ways give added weight to his comments on the existing situation in the United States. To-day I submitted to him a number of questions requiring frank replies. This is what he told me:

**By Lord Northcliffe**

ONLY American writers who have been at war seem to understand the enormous power of the defensive in modern trench warfare such as obtains at present. General Pershing, of course, will be the speediest means of conveying to the people of the United States in the last two and three-quarters years.

The killing of the Prussian cobra is a slow task, but one essential to the future happiness of the world. The British and American public are now getting the whole facts about the war. People judge the facts according to their own individual temperaments. Different editors will have the same items differently colored, agreeably to their own preconceived notions of the war or their own individual feelings at the moment.

I took a whole bunch of American newspapers to the country for a week and, and I was surprised to find that, although their news supply is practically the same as ours, their view point is not dissimilar to that expressed here a couple of years ago, when my newspapers were thrown out of clubs and hotel reading rooms because of my alleged lack of patriotism in expressing the gloomy view of a long war.

**A Series of Wars at Once**

This war is not one war, but a series of wars. Already it has produced a revolution in Russia which makes that of 1793 in France look very small. It may produce revolutions in two neutral countries, and it is completely altering the relations of capital and labor wherever it touches. The world revolt against Prussianism will, in my judgment, be long and full of surprises.

U-boats and land battles are only a part of the drama, and not the greatest part. In my personal opinion the submarine bulks too large in your eyes and too small in ours.

Since the defeat of her plans to capture Paris in six weeks and dictate terms from there, Prussia has been resorting to a long series of makeshifts, including the attempt to capture Calais and dominate England and the second attempt to get to Paris by way of Verdun. Both were foolish and ghastly.

These attempts have been succeeded by the makeshift of the submarine, which is not more likely to end the war than the more repeated attempts to reach Paris. Other failures were the attempts to cut the Suez Canal and to thwart the British attempt to capture the business end of the Bagdad railway.

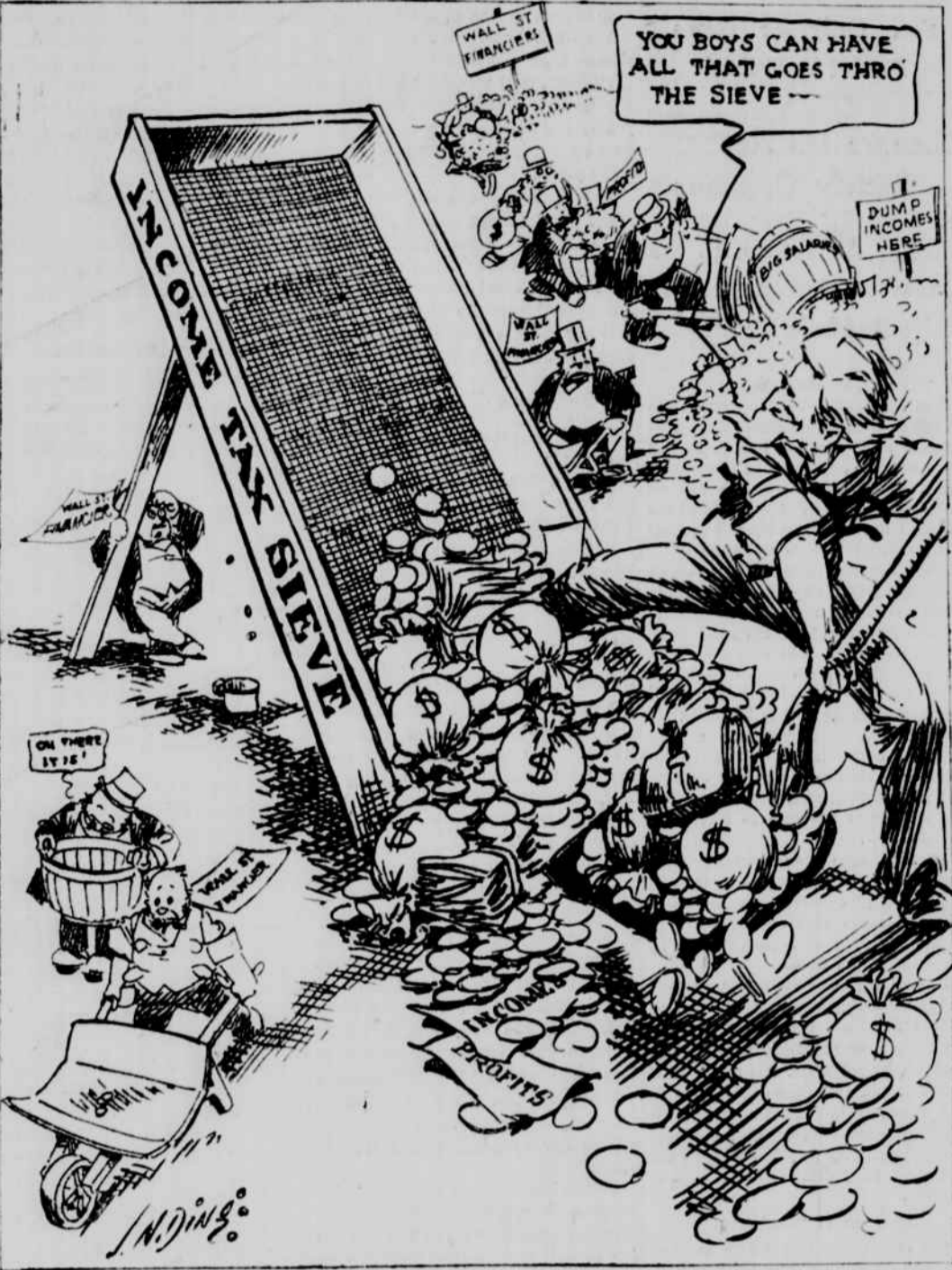
**Prussianism Now Desperate**

All these things have been fully described in American newspapers, and yet they do not seem to arouse some Americans to the fact that people fighting for their lives as are the Prussians become as full of resource as a man endeavoring to avoid bankruptcy.

"My brother William," said the Queen of Greece the other day, referring to the Kaiser, "is fighting for his dynasty." He has the full backing of all the powerful landowners. He has the somewhat shattered backing of the army and navy. He has complete control of the newspapers, which every day tell their readers that if they only hold on a few months longer the war will end by the capture of Calais, the opening of the road to Paris through

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## WHO SAID THIS WAS "WALL STREET'S WAR"?



## Six Illinois Towns U. S. Destroyer Rams Swept by Cyclone; 100 Believed Dead

**Half of Mattoon Destroyed and Many Persons Are Taken from Ruins**

Chicago, May 26.—A tornado ploughed its way across south-central Illinois today, causing loss of life that can hardly be less than 100 and may be much more. It drove a furrow 100 miles long straight from west to east, and six towns are known to have suffered severely. Because of fallen wires and the disruption of all communication, it is impossible to give an accurate estimate of the damage.

One town, Mattoon, is known to have been hit hard. Reports from there say that the storm has wiped out the business section, killed at least fifty and injured three hundred persons and made two thousand homeless. Mattoon is near the eastern end of the tornado's path.

The tempest hit Modesto, a hundred miles to the west, earlier in the afternoon. It is said that there were many casualties here, and other pieces of timber were hurled for miles around a village near Mattoon. Five are dead there. Charleston, beyond Mattoon, also suffered.

**Half of Mattoon Destroyed**

The storm destroyed practically the entire northern half of Mattoon, leaving no building standing in a section several blocks in width.

A lumber yard directly in the path of the tornado contributed largely to the damage. Flying planks struck a number of pedestrians who had been unable to find shelter, and other pieces of timber were hurled for miles around a country store, one being discovered sticking through the side of a farmer's house.

Bits of broken and twisted steel also flew through the air, damaging buildings entirely out of the path of the storm. A canning factory contributed to the loss in this way.

Rescue work was begun almost immediately. Within an hour every church with public building standing was filled with injured, many of whom were unable to obtain adequate medical service.

Efforts to estimate the casualties with accuracy were futile because of the confusion which followed the tornado. Hundreds of persons reported members of families missing, but it was foreseen in this vicinity was as great as in Mattoon.

Immediate assistance was rushed to the stricken town. A relief train was made up by the Illinois Central as rapidly as possible and set out for Mattoon, carrying all Chicago's force of physicians and nurses. The Mayor of Mattoon has asked that troops be sent to guard the town, and a company of the 4th Infantry, National Guard, was dispatched at once from Springfield.

From Alton similar rescue parties were sent out to the aid of Modesto. Here, again, the exact damage is not known, as the wires are down.

## Goethals Plans Steel Ships That Defy Torpedoes

**Wants Compartment Vessels That Can Make Port After Two Attacks**

**Little Wooden Fleet Useless, He Believes**

**Wants 15,000-Ton Boats to Brave Perils of Submarine Zone**

Washington, May 26.—A ship which can be torpedoed certainly two and probably three times and still make its way to port without great loss of cargo is the standard ship planned by Major General Goethals, general manager of the Shipping Corporation. This, he has told Senators, is his solution of the submarine problem, not the "thousand little 3,500-ton wooden ships," each of which one torpedo would send to the bottom.

Another big advantage of the ship planned by the general is that it could strike a mine and still get into port. The ships would be about 15,000 tons each, he said, more than 500 feet long, and constructed with water-tight compartments. Other details cannot be given. The idea is that a ship of the type discussed should develop sufficient speed to run away from a submarine, without sacrificing a disproportionate amount of space to engine and boiler room. It could also be built at less cost, or at the rate of \$120 a ton, compared with \$155 a ton or more for even the 5,000-ton steel ship and about \$135 a ton for the wooden ship.

Still another advantage is that such a ship could be operated by the same number of officers as a small ship, which is important in view of the scarcity of trained marine officers.

## Big Ship's Advantages

The great advantage of the 15,000-ton ship, aside from speed and huge carrying capacity, is, of course, that, owing to the compartments, it would take at least three well placed torpedoes to sink one of the vessels. The general feels sure that after the sinking of one torpedo, especially if the day were clear, the ship's defensive guns would either get the submarine if it attempted another sight, or else through fear keep the submarine submerged so that it could not discharge another torpedo.

Should such a vessel strike a mine the only effect probably would be the flooding of one of her compartments and a certain slowing down of her speed. But she would be able to get to some English port with her cargo for the most part uninjured, and after repairs, which could probably be made very quickly, would again be running.

## Disease Spread in Fleet

New recruits kept coming in by the hundreds and thousands. They pressed for quarters, and the fleet had to be got ready in a hurry, and, owing to this need and the shortage of personnel in the navy, these green recruits, untrained, and not even kept long enough under observation to prevent their carrying contagious diseases aboard, had to be rushed on the warships. Consequently there was an unusual occurrence of disease in the fleet at its base. Finally one of the battalions had to be detached and sent into quarantine by itself.

It was this battalions which the two destroyers Duncan and Allen were conveying when the collision took place. She was being escorted to an anchorage when the danger of spreading contagion throughout the fleet would be lessened, and where it would be easier to stamp out the disease itself.

This involved a trip on which it was desirable that there should be protection against possible attack by German submarines. The battleship left at daylight, with one destroyer guarding her. The officer of that destroyer had no knowledge that there was another destroyer added to the guard. Proceeding at night, without lights, the battleship and one destroyer were coming up the coast. A second destroyer had been ordered by the department to add to the protection.

Pearl in mind that the captain of the first destroyer does not know that suddenly a second American destroyer comes up and takes its assigned station, of course without lights. There are no exchanges of signals from any of the three vessels.

## Reported as a U-Boat

The first destroyer sees a dark blur on the sea, and the lookouts make out the white foam at the bow, and, knowing of no other craft in the neighborhood, they report her as a German submarine. The destroyer captain makes up his mind that there is only one thing to do, and that is to ram her. He swings out of his course and rams what he thinks is a German submarine amidships. That is the accepted version of what happened. That there was another story leaves out the submarine and merely makes the destroyer, arriving at night without knowledge that the battleship had already been escorted, come upon her sister ship too late to avoid running her down. If this was the case, the destroyer which ran the other down was proceeding at an unsafe and improper speed under the circumstances.

The speed seems to bear out the deliberate ramming theory. At any rate, each man responsible appears to have taken it for granted that orders had been issued by some one else covering the entire situation, and so one of the destroyers that might be fighting German cut another almost in two and had its own bow bent back like a jack-knife, after which they came up here and fell all over and masked the Guthrie.

# German Aeros Kill 76 in British Towns; Many Are Women

**Planes Rain Bombs on Unsuspecting Crowds on Southeast Coast**

**Three of Attacking Craft Brought Down**

**Defending Air Forces Pursue Teutons Over the Channel**

London, May 26.—Seventy-six persons were killed, including twenty-seven women and twenty-three children, and 174 more were wounded, of whom forty-three were women and nineteen children, yesterday in the most "successful" air raid yet made in England by the Germans. Most of the casualties occurred in one town, on the southeast coast, presumably Dover, though Folkestone is also mentioned in the Berlin official bulletin as a point of attack, and the 'planes made a wide sweep inland. Sixteen or more aeroplanes took part in the attack. Three were brought down. No Zeppelins were used.

Women and children who had stood for hours in a long line in the busiest street waiting to purchase potatoes were the principal victims. Intending only on not losing their places in the line, the women and children had little warning of the raid and were easy victims of the air vultures, who dropped their deadly bombs indiscriminately.

After the hostile fliers had dropped their bombs they fled across the Channel, pursued by British battle planes. One of them was destroyed in mid-channel and plunged into the sea. On the Belgian coast half of the fugitive squadron was met and engaged by British naval service planes from Dunkirk. Several combats followed, and two large twin-engine machines were shot down. All the British machines returned.

## Germany Will Sink Hospital Ships in Whole Barred Zone

**Announces That All Will Be Regarded as War Vessels Save Some from Salonica**

London, May 26.—The intention of the German government to sink all E-ente hospital ships in the entire barred zone, with the exception of certain ships from Salonica to Gibraltar, is semi-officially announced in Berlin, according to a Reuters dispatch from Amsterdam. The German announcement was made in reference to British denials of the German allegations that the British misused hospital ships.

It cited several instances in which, it was asserted, proved the correctness of the German accusation. The semi-official announcement read, in part: "The German government will in the future prevent all traffic by hospital ships in the entire barred zone and in the Mediterranean, including the road left open for Greece, and will regard hospital ships appearing therein as war vessels and attack them immediately."

"Firstly—These hospital ships on the road left open to Greek shipping must proceed at a rate of speed previously reported to the German government. Secondly—That the name of the vessel and the time of arrival or departure be communicated to the German government six weeks in advance.

"Thirdly—That a representative of the neutral government representing Germany's interests in the particular country in question shall certify before the departure of the hospital ship that she carries only the ill, wounded and nurses, and no goods other than materials for treating them."

The intervals between the arrivals of raiding sections were broken only by the cries of the wounded and the distant booming of naval guns. After each visit the people in sheltering cellars wondered if it was safe to venture on land, and almost every last airplane had left many remained in hiding.

Relief workers, professional and volunteer, hurried to the devastated streets and the hospitals were soon crowded, not only with the wounded, but with women and children suffering from shock. Reports soon began to come in from the outlying districts and the nearby country that the raiding had inflicted casualties there also, though the main zone of death lay across the heart of the town.

There seem to have been three motives for the attack: First, to obtain information; second, to injure the town; second, to compel the British to concentrate more aviators at home, thus weakening their forces at the front; and third, to satisfy the German people. It is notable that a German raid on London, which was followed by a raid on England.

Though the Zeppelins were a failure as an offensive weapon, the German aeroplanes have proved a more dangerous substitute. The new type of machine is a powerful, speedy climber, and it is being turned out in the Fatherland in large numbers.

**Official Report of Raid**

Field Marshal French issued the following account of the raid:

A large squadron of enemy aircraft—about sixteen—attacked Southeast England between 5.15 and 6.30 o'clock last evening. Bombs were dropped at a number of places, but nearly all the damage occurred in the streets, causing considerable casualties among the civil population. Some shops and houses also were seriously damaged.

The total casualties reported by the police from all districts are:

Killed, 76; injured, 174.

Of the killed, 27 were women and 23 children were injured.

Airplanes of the Royal Flying Corps went in pursuit, and the raiding aircraft were engaged by fighting squadrons of the Royal Naval Air Service from Dunkirk on their return journey. The Admiralty reports that three enemy aeroplanes were shot down by the latter.

The battle between the 'planes is thus described by the Admiralty:

Naval aeroplanes attacked the aerodrome at St. Denis Westgate, near Bruges, yesterday morning, dropping many bombs. In the evening several enemy aeroplanes returning from the raid on England, were engaged overseas by Royal Naval

## The Sunday Tribune Features of SPECIAL Interest

- Part III, Page 1 "The Russian Plan of Peace Without Annexation" by Frank H. Simonds.
- Part III, Page 3 Tribune Justifies in \$1,000,000 Gimbels Suit. Avers Truth of Every Charge in "Answer" to Libel Action.
- Part I, Pages 12 & 13 Colorful Narrative of Life in the Plattsburg Camp. Showing How We Go About Making Our Army. Also a number of Plattsburg Pictures.
- Part III, Page 3 "New Armenia," by Isaac Don Levine. "The Great War Began with the Assassination of a Small Nation. It Will End with the Regeneration of the World's Subjugated Minor Nations."
- Part III, Page 3 Why the "Image of a Battleship in Union Square." Facts About the "U. S. S. Recruit" Which Will Never Sail the Seas.
- Magazine, Section V. "Democracy Made Safe for the World," by William J. Black. "A Day's Work with a French Submarine," by Fred B. Pinney. "A Fable for Everybody," by George Ade. "A Field Communication from the Pie Zone" and others just as good.
- Graphic, Section VI. News Pictures of the War and Current Events. Hill's "Among Us Mortals" in the Dining Car. Charming Fashion Gravures. Two Pages of Startling French Drawings That Show How Germany Introduced "Kultur" Into Belgium and France. "Dressing the American Soldier" and other timely subjects.